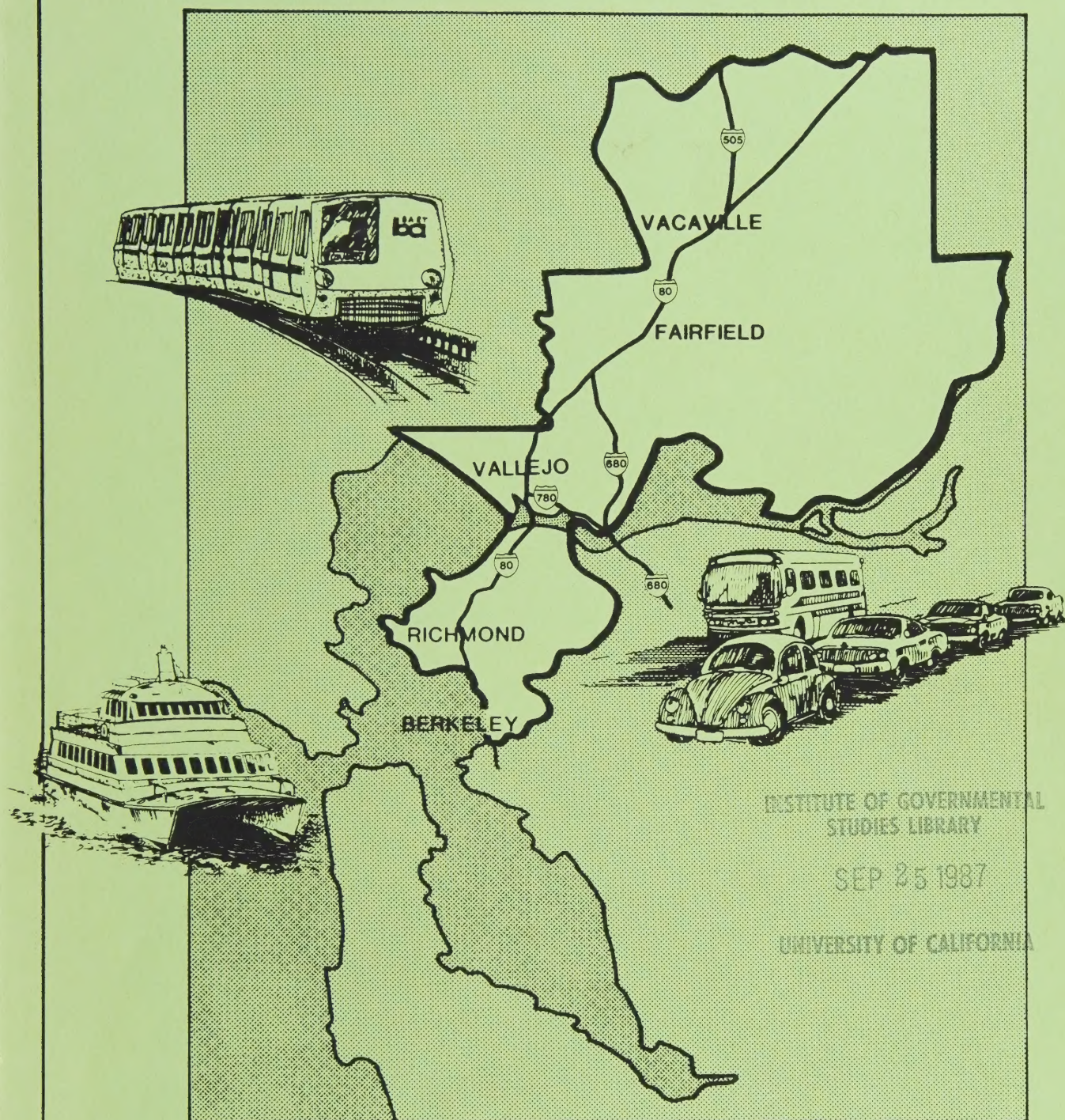


I-80 CORRIDOR STUDY

REPORT ON SHORT-TERM SOLUTIONS



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I-80 CORRIDOR STUDY

FINAL

REPORT ON SHORT-TERM SOLUTIONS

Metropolitan Transportation Commission
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I-80 CORRIDOR STUDY

REPORT ON SHORT-TERM SOLUTIONS


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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I) Introduction and Executive Summary.	1
II) Construction of Transportation Improvements	5
o Currently Programmed Projects.	5
o Northbound Auxiliary Lane, Appian Way to Pinole Valley Road	5
o Atlas Road Interchange	8
o Park/Ride Lots	9
III) Transportation Policy Issues.	13
o TSM ordinance.	13
o Truck Traffic.	14
o Full-funding for the I-80 Operational Improvement.	15
(HOV) Project	
o I-80 HOV Advisory Committee.	18
IV) Economic Development Issues	21

List of Tables

1. Currently Programmed Projects - 6
2. Status of I-80 Operational Improvement Project Funding - 16

List of Figures

1. Regional Setting - 2

List of Appendices

- A. Analysis of Appian-to-Pinole Valley Auxiliary Lane
- B. Provisions of Contra Costa County's Model TSM Ordinance
- C. Artesia Freeway HOV Advisory Committee
- D. Inventory of Existing Economic Development Programs

I. INTRODUCTION AND EXECUTIVE SUMMARY

PURPOSE OF THE I-80 CORRIDOR STUDY

The I-80 Corridor Study was mandated by Assembly Concurrent Resolution No. 96, which was enacted in June 1986. ACR-96 instructs the Metropolitan Transportation Commission (MTC) to conduct a comprehensive transportation study of the San Pablo Corridor portion of Interstate Route 80 from the San Francisco-Oakland Bay Bridge through Solano County (see Figure 1). Participants in the study include Caltrans, local transit operators, cities and counties in the Corridor, transportation advisory groups and interested citizens. The study will examine deficiencies in the Corridor's transportation system, alternative solutions, and long-term and short-term financial and institutional options for implementing the solutions. MTC is to submit its Final Report to the Legislature in December, 1987.

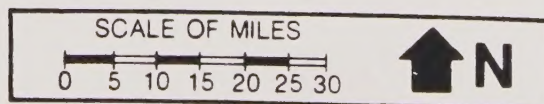
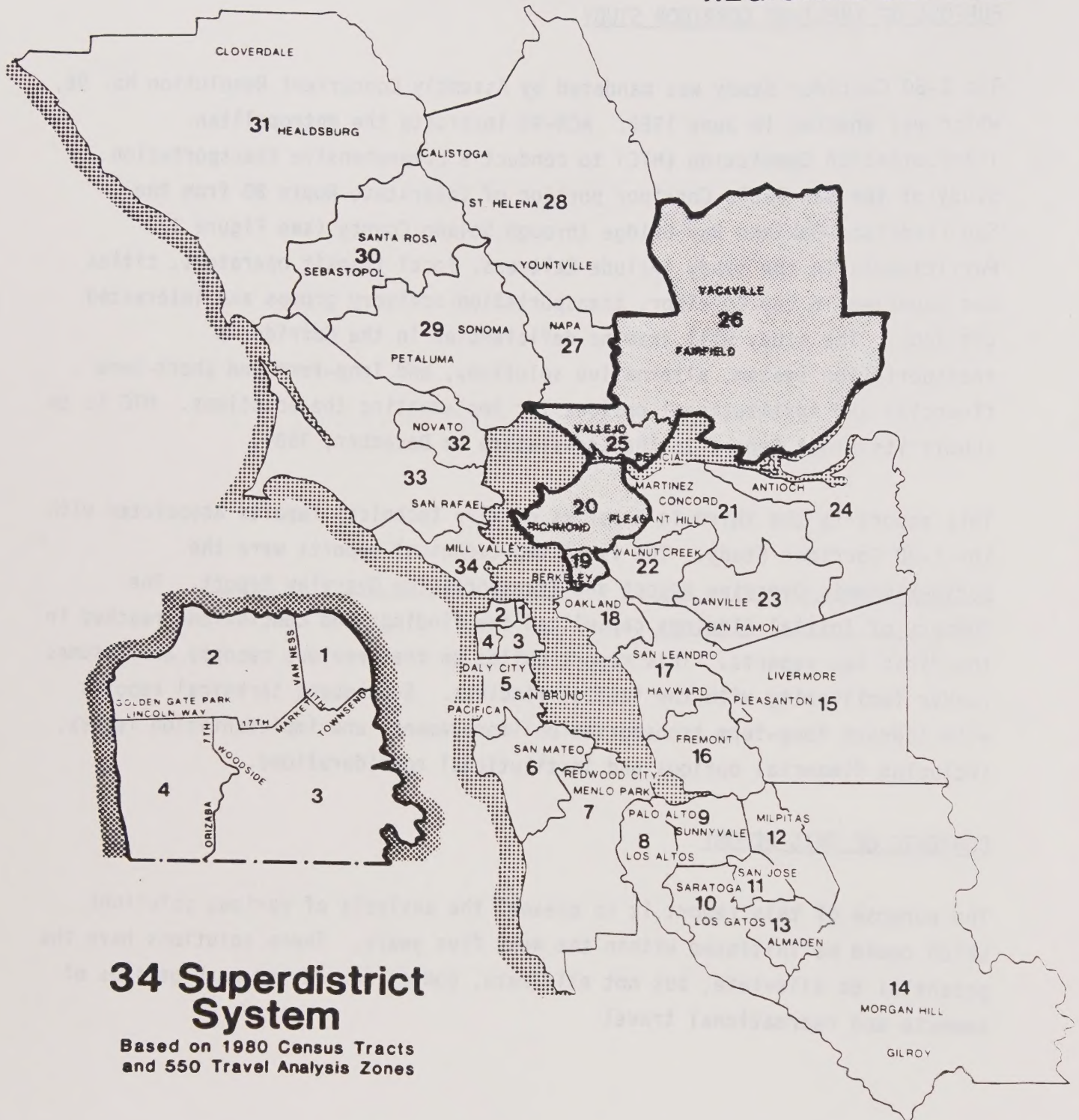
This report is the third in a series of five technical reports associated with the I-80 Corridor Study. The first two technical reports were the Socio-Economic Overview Report and Transportation Overview Report. The Summary of Initial Findings capsulized the findings and conclusions reached in the first two reports. This report builds on the previous reports and assumes reader familiarity with the initial findings. Subsequent technical reports will address long-term transportation improvements and implementation issues, including financial options and institutional considerations.

CONTENTS OF THIS REPORT

The purpose of this report is to present the analysis of various solutions which could be initiated within the next five years. These solutions have the potential to alleviate, but not eliminate, congestion during peak periods of commute and recreational travel.

Figure 1

I-80 CORRIDOR STUDY REGIONAL SETTING



Following this introduction and executive summary, Section II describes low-cost, easily implemented improvements to I-80 that could significantly reduce congestion. Section III presents public policy options on transportation issues, and Section IV address economic development issues and policies.

EXECUTIVE SUMMARY

The following are the key conclusions and recommendations presented in this report:

Proposal

- o A northbound auxiliary lane from Appian Way to Pinole Valley Road would significantly decrease evening congestion on I-80. Construction of this relatively inexpensive (\$500,000) project should occur as soon as possible.
- o Construction of the Atlas Road/I-80 interchange could help relieve construction-period congestion during the 7-10 year period needed to complete the I-80 Operational Improvement (HOV) Project. The opportunity to advance construction of at least part of the interchange should be pursued.
- o Continuation of park/ride activity at the Solano Drive-in in Fairfield is needed to assure an adequate supply of parking for ridesharing activities in Solano County. Caltrans and the City of Fairfield should work together to preserve the lot by securing a long-term lease, or by either purchasing or replacing the lot.
- o The cities and counties in the Corridor should evaluate the need for park/ride lots when reviewing development proposals, and should consider requiring provision of a park/ride lots as a condition of project approval.
- o One or more TSM Ordinances specific to the Corridor should be developed based on MTC's review of TSM programs, and all cities in the I-80 Corridor should adopt a TSM Ordinance.

- o MTC should work with other interested agencies, including Caltrans and SACOG (Sacramento Area Council of Governments), to implement a study of opportunities and constraints affecting goods movement, focusing on issues related to truck traffic.
- o In order to assure full funding for the I-80 Operational Improvement (HOV) Project, Contra Costa County, Alameda County, and Caltrans will have to continue to rank funding for the unprogrammed segment of this project as a top priority.
- o Local jurisdictions should actively participate in the I-80 HOV Advisory Committee being formed by Caltrans. This Committee will assist in the design, implementation and promotion of the I-80 Operational Improvement (HOV) Project.
- o The I-80 Corridor's current and projected contribution to the regional economy should be analyzed. In particular, the analysis should examine how growth controls, if instituted, would affect the Corridor as well as the remainder of the Bay Area.
- o There should be a Corridor-wide program for annually estimating the traffic volume and demand for public services expected to result from development approved in the preceding year.
- o As a follow-on to the I-80 Corridor Study, ABAG and the local jurisdictions should study and compare the fiscal and non-fiscal impacts of each type of new development (residential, commercial, industrial, and mixed-use) on the responsible city and the adjacent jurisdictions. They should also investigate the feasibility and desirability of creating a mechanism for sharing revenues generated by new development.

II. CONSTRUCTION OF TRANSPORTATION IMPROVEMENTS

This section analyzes low-cost projects that would result in significant improvement to existing congestion and future vehicular flows. The section begins with a brief review of projects expected to be undertaken within the next 5 years, and then analyzes 3 additional near-term projects that have significant potential.

CURRENTLY PROGRAMMED PROJECTS

Table 1 presents the major transportation improvement projects in the Corridor that are expected to be implemented by 1991. The list includes both transit and highway improvements. Of the 8 units in Caltrans I-80 Operational Improvement (HOV) Project, only Units 1, 2, 3 and 5 are programmed for construction in the 1987-91 Transportation Improvement Program (TIP). Issues related to full-funding of that project are discussed in Section III. The projects discussed in this section would be in addition to the projects listed in Table 1.

NORTHBOUND AUXILIARY LANE, APPIAN WAY TO PINOLE VALLEY ROAD

A bottleneck currently exists on the northbound segment of I-80 between the Appian Way on-ramp and the Pinole Valley Road off-ramp, resulting in severe weekday congestion from approximately 3:30 p.m. to 5:30 p.m. The causes of this bottleneck are the high volume of through traffic and the proportionately high volume of merging traffic, which together overload the freeway. As part of a course on highway analysis, Professor Dolf May and his students at U.C. Berkeley used existing traffic count data and the FREQ computer model to simulate I-80 evening traffic patterns. That analysis indicates that this bottleneck helps create severe congestion that extends more than 6 miles south to Carlson Boulevard.

TABLE 1

CURRENTLY PROGRAMMED PROJECTS

<u>AGENCY</u>	<u>PROJECT</u>	<u>START-UP DATE</u>
1) TRANSIT		
Vallejo Transit Lines	Express Bus Service to El Cerrito del Norte BART Station	August, 1987
AC Transit	Route restructuring as part of Comprehensive Service Plan	Spring, 1988
BART	Capacity Improvement Project, including new cars and train control system	1989
2) CALTRANS, DISTRICT 04		
	<u>I-80 Operational Improvement Project:</u>	
Unit 1:	I-80/I-580 Interchange, reconstruct Buchanan and Central Ave. interchanges.	Fall, 1988
Unit 2:	Reconstruct San Pablo Dam Road interchange, add auxiliary and main-line lanes.	1990
Unit 3:	Westbound shoulder HOV, Powell St. to West Grand Ave., reconstruct Powell St. interchange.	1989
Unit 5:	Two lane reversible HOV structure from Bay Bridge to Distribution Structure.	1990
	Carquinez Bridge, 3 Additional Toll Booths	1988-89
3) CALTRANS, DISTRICT 10		
	Widen I-80 to 8 lanes, I-505 to Midway Road.	1990-91

Professor May's analysis indicates that a 2,500 foot auxiliary lane connecting the northbound Appian Way off-ramp and Pinole Valley Road on-ramp would eliminate the bottleneck. Once the current bottleneck is eliminated, however, secondary bottlenecks may occur at the San Pablo Avenue on-ramp and to a lesser extent, at Hilltop Drive. While not as severe as the bottleneck at Appian Way/Pinole Valley Road, these two bottlenecks would create localized congestion on Interstate 80. The secondary bottlenecks are not currently apparent because they are absorbed into more severe congestion extending south from Appian Way.

Removal of the Appian Way/Pinole Valley Road bottleneck should improve traffic flow and produce significant freeway travel time savings south of the Pinole Valley Road on-ramp. Appendix A presents a summary of the student's analysis of the auxiliary lane and its impact on congestion. It is important to note that elimination of the bottleneck would allow more traffic to reach the Carquinez Bridge which could increase congestion at the toll plaza. However, Caltrans has programmed the construction of 3 additional toll booths at the toll plaza in 1988-89; these should provide adequate capacity.

Caltrans has indicated that the auxiliary lane could be constructed within the existing freeway right of way for an estimated cost of \$500,000 (1987 dollars). The auxiliary lane project is currently contained in Unit 6 of Caltrans I-80 Operational Improvement Project; however, this unit is not expected to be constructed until at least 1994.

Caltrans supports MTC's assertion that this project is cost effective and should be constructed as early as possible. If it gets strong support from Contra Costa County and Caltrans, the project could be programmed in the 1989-94 TIP. Construction could occur in FY 1988/89, because Caltrans has already obtained environmental clearance and signed freeway agreements from local agencies.

Proposal

A northbound auxiliary lane from Appian Way to Pinole Valley Road would significantly decrease evening congestion on I-80. Construction of this relatively inexpensive (\$500,000) project should occur as soon as possible.

ATLAS ROAD INTERCHANGE

The I-80 Operational Improvement (HOV) Project includes construction of a new interchange at Atlas Road. The interchange is part of Unit 6, which will probably be the second-to-last unit constructed, with construction commencing no earlier than 1994.

Atlas Road and its interchange with I-80 are at the northern end of the proposed North Richmond Bypass. The proposed expressway will provide improved access between I-80 and both the Richmond-San Rafael Bridge and Knox Freeway, and will also improve access to industrial property along its alignment and could be an important part of an economic development strategy for creation of jobs in this superdistrict.

Current agreements entail Caltrans providing 45% of the \$8 million cost of the Atlas Road interchange, and building an adjacent 200 space park/ride lot. Design of the interchange includes a southbound HOV-only on-ramp leading directly into the median HOV lane. This will be the southern most access point to the HOV lane, and will be approximately 3 miles north of McBryde Avenue, which is the end of the 6.9 mile HOV lane.

Proposal

There are two separate proposals affecting the Atlas Road interchange: one proposal is to advance the date of construction of the interchange; the second proposal is to provide a southbound off-ramp from the HOV lane in order to provide buses with access to the Atlas Road park/ride lot and Hilltop Mall. The rationale for advancing construction of the project is to open the North Richmond Bypass as a traversable facility as early as possible in order to stimulate employment growth, remove traffic from I-80, and provide additional park/ride capacity. Early construction of the interchange could be a significant element in a coordinated mitigation program to relieve construction-period congestion. If necessary, it may also be possible to phase construction of the interchange. The primary hurdle to advancing the

construction schedule is funding. Caltrans will provide 45% of the funds, and 55% will come from local sources. It may be possible to separate Caltrans' funds for the interchange from the remainder of Unit 6, and design and construct the interchange in phases so that significant reduction in congestion on I-80 could be achieved. The City of Richmond, City of Pinole, and Contra Costa County have recently passed resolutions committing to provide the local funding.

The second proposal, construction of a southbound HOV-only off-ramp as part of Unit 6, could have several benefits. The most obvious benefit would be to bus operations. The inability to exit the HOV lane except at McBryde Avenue may severely limit use of the HOV lane by buses. This would result in carpools having a large travel time advantage over buses, which could dramatically increase casual carpooling and significantly increase the operating subsidy required by express bus service. An HOV off-ramp at Atlas Road would allow express buses to serve the park/ride lots near Route 4, use the HOV lane to Atlas Road, serve the Atlas park/ride lot and interface with local bus routes, and then continue south on the HOV lane. Also, if the HOV lane is made reversible so that evening northbound commuters could use it, the on and off movements at Atlas would again provide substantial benefit to express bus service. Caltrans preliminary estimate of the additional HOV ramp is approximately \$1 million.

PARK/RIDE LOTS

Existing

The I-80 Operational Improvement (HOV) Project will create additional demand for parking spaces in park/ride lots throughout the Corridor. As indicated in the Transportation Overview Report, the majority of the increase in I-80 Corridor carpools between 1980 and 2000 will come from Solano County. Specifically, the number of southbound carpools passing Powell Street in the morning peak hour is projected to increase from 500 in 1980 to 1200 in 2000, with over 60% of the increase originating from north of the Carquinez Bridge. In addition, the supply of park/ride spaces south of the Carquinez Bridge is projected to increase from 700 in 1986 to 1700 when the I-80 Operational Improvement Project is completed. Therefore, this analysis focuses on Solano County park/ride lots.

At present, there are 1150 park/ride lot spaces in Solano County, with 500 of those spaces at the Solano Drive-in lot leased by the City of Fairfield. Of the 1150 spaces, approximately 600 are used on a typical weekday. There are approximately 550-600 carpools and vanpools from Solano County currently crossing the Carquinez Bridge each morning, plus approximately 100-150 traveling east towards Davis and Sacramento and south into Contra Costa County. Together, this results in 1.2 carpools for each filled space in a park/ride lot.

Caltrans District 10 has plans to add 350 spaces by building park/ride lots in Suisun City, Vacaville and Dixon, increasing the total supply to 1500. By the year 2000, the number of carpools/vanpools from Solano County is projected to increase to at least 900-1000. If the current 1.2 carpools per utilized space stays constant, demand would increase to 800 spaces. However, if all the new carpools require park/ride spaces for 2 vehicles, demand would increase to 1400. Under either scenario, if the short-term lease at Solano Drive-in expires, a shortage of park/ride spaces will result. The Drive-in is currently for sale.

The future park/ride supply may not be adequate if the number of ridesharing commuters increases faster than projected. Express buses traveling from Solano County to the East Bay and/or San Francisco would probably increase demand for park-ride spaces. Currently, express bus service from Vallejo to the El Cerrito del Norte BART station is scheduled to begin in the summer of 1987. Additional express bus service from Vallejo and the Fairfield/Suisun City area is being studied as a long-term alternative for reducing congestion on I-80. Demand for park-ride spaces would likely increase sharply if additional express bus service is developed along the I-80 corridor.

Even if the Corridor-wide supply of park/ride spaces is adequate, local deficiencies may exist. The deficiencies can result from rapid residential development, loss of existing leased or informal lots at shopping centers, or underutilization of existing lots. For example, rapid residential growth in Vallejo has caused some carpools to use a local shopping center as an "informal" park/ride lot, which in turn prompted the shopping center to ticket

the illegally parked cars. At the same time, two park/ride lots off Lemon Street in Vallejo are underutilized, primarily due to a history of vandalism at those lots. The City of Vallejo is addressing this problem by improving lighting at the lots, and by working with Greyhound Bus Lines to relocate to the area. In addition to concerns over security at a park/ride lot, other factors that affect utilization include convenient access to a freeway and transit service.

The availability of safe and convenient park/ride lots is essential to the maintenance of Solano County's heavy use of carpooling. Another important factor is the provision of ridematching and referral services to assist interested commuters in forming carpools. SOLANO RIDESHARE provides ridesharing services for both individual commuters and employer-sponsored ridesharing programs.

Proposal

Given the uncertainty surrounding projections of park/ride demand for the year 2000, preservation of existing park/ride lots should be given high priority by Caltrans and local jurisdictions. In particular, Caltrans and the City of Fairfield should work together to preserve the 500-space lot at the Solano Drive-In on North Texas Street in Fairfield by securing a long-term lease or by purchasing or replacing the lot.

The cities and counties in the Corridor should evaluate the need for park/ride lots when reviewing development proposals, and should consider requiring provision of a park/ride lot as a condition of project approval.

Caltrans District 10 should continue its financial support for SOLANO RIDESHARE, as a cost-effective investment in traffic reduction.

III. TRANSPORTATION POLICY ISSUES

This section presents several different policy issues related to near-term transportation improvements in the I-80 Corridor. The section begins by discussing Transportation Systems Management (TSM) programs and ordinances. Then it discusses issues associated with the analysis of truck traffic on I-80, this followed by a discussion of the changing funding picture for Caltrans I-80 Operational Improvement Project. Finally the section discusses the I-80 HOV Advisory Committee, including discussion of issues that the Advisory Committee may address.

TSM ORDINANCE

A significant portion of Caltrans' I-80 Operational Improvement Project includes construction of HOV facilities. It seems appropriate to maximize the use of these facilities by encouraging employers within the I-80 Corridor to participate in a Corridor-wide TSM program.

Local governments throughout the Bay Area have shown increasing interest in TSM programs as low cost methods to help address transportation problems. Although TSM programs have been embraced by a number of developers and employers, most cities in the I-80 Corridor have not adopted a consistent set of TSM guidelines for new development. This results in different requirements being applied to different projects, and in periods of competition for employment-generating projects, the elimination of any requirement for ridesharing or other TSM actions. Ordinances are often necessary to ensure uniform application of comparable TSM measures in different cities. As a regulatory device, TSM Ordinances must be carefully constructed to be acceptable and enforceable by all parties. Model TSM Ordinances have been developed by several agencies in California. Contra Costa County has developed a Model TSM Ordinance and has proposed that all cities in the County adopt the ordinance. MTC staff has reviewed and commented on the Model Ordinance, which is now being reviewed by cities in the county. Key provisions of the Contra Costa County Model TSM Ordinance are presented in Appendix B.

Proposal

As part of its continuing work on Transportation Systems Management, MTC is preparing a review of different TSM approaches, including an analysis of the suitability of TSM Ordinances under various circumstances. This report is due out in Summer, 1987.

It is proposed that one or more Ordinances specific to the I-80 Corridor be developed based on MTC's forthcoming study, and that all cities in the Corridor adopt a TSM Ordinance.

TRUCK TRAFFIC

The I-80 Corridor experiences a great deal of truck traffic, including the movement of a substantial amount of freight by truck. Some of this freight has an origin or destination within the Corridor, but a major portion of the freight merely passes through the Corridor. This includes freight destined for the Bay Area ports. While shipping and warehousing are very important to the economy of the I-80 Corridor and the entire nine-county Bay Area, the movement of freight by truck has raised a variety of concerns include wear and tear on the freeways, high accident rates associated with trucks, shipment and spillage of hazardous waste, and off-peak congestion caused by the large volume of truck traffic.

The I-80 Corridor Study has not included a thorough analysis of goods movement by truck, rail, boat and airplane, or discussed options for addressing concerns associated with goods movement. Although I-80 is clearly impacted by truck traffic, the issues are regional in scope and cannot be solved on a Corridor basis.

MTC supports AB 1257, which would require Caltrans to establish a peak period urban truck traffic advisory committee. This committee would conduct a study on how to reduce or eliminate heavy truck traffic from congested urban freeways during commute hours. The committee would report its findings to the legislature on or before January 1, 1989. Such a study might provide suggestions applicable to truck traffic reduction in the I-80 Corridor.

MTC has submitted a proposal to Caltrans Headquarters for a \$100,000 study of goods movement in the MTC and SACOG (Sacramento Area Council of Government) areas. This proposal is one of many competing for \$600,000 in discretionary planning funds being administered by Caltrans. Due to the competition for the bidpot, funding of the goods movement study is not assured. However, Caltrans staff has informally suggested that the goods movement analysis would be a logical follow-on to the I-80 Corridor Study.

Proposal

MTC should work with other interested agencies, including Caltrans and SACOG, to implement a study of opportunities and constraints affecting goods movement, focusing on issues related to truck traffic.

FULL-FUNDING FOR THE I-80 OPERATIONAL IMPROVEMENTS (HOV) PROJECT

The I-80 Operational Improvement (HOV) Project will cost approximately \$220 million, of which \$90 million is currently programmed. The status of each unit of the project is indicated in Table 2. This \$90 million has come primarily from Federal Aid Interstate (FAI) funds, commonly referred to as Interstate Completion funds. These funds are available only for projects included in the national ICE (Interstate Completion Estimate). Historically, Interstate Completion funds have been both abundant and restricted in use to a limited number of projects in the Bay Area, resulting in the I-80 project having limited competition for available FAI funds. However, the Interstate Completion funding is expected to be terminated in Fiscal Year 1991-92, which creates considerable uncertainty regarding the funding of those units of the I-80 project not yet programmed. Funding the remainder of the project will be affected by the following possibilities and uncertainties:

Table 2
STATUS OF I-80 OPERATIONAL IMPROVEMENT PROJECT FUNDING

<u>Unit</u>	<u>Description</u>	<u>Cost*</u> (millions)	<u>Status</u>
1.	Gilman St. to Central Avenue; reconstruct I-80/I-580 interchange, reconstruct Buchannan and Central Avenue interchanges	\$31.9	Fully Funded, start construction Fall, 1988
2.	Central Avenue to San Pablo Dam Road; reconstruct San Pablo Dam Road interchange, add auxiliary and mixed-flow lanes	\$17.9	Fully Funded; start construction 1990
3.	West Grand Avenue to Ashby Avenue; rebuild Powell St. interchange, add shoulder HOV lane Powell to West Grand	\$10.0	Fully Funded; begin construction early 1989
4.	San Pablo Dam Road to Hilltop Drive; provide westbound HOV lane and eastbound mixed flow lane	\$21.0	Unfunded
5.	Bay Bridge to Distribution Structure; provide 2 lane reversible HOV structure	\$ 9.9	Fully Funded, start construction 1991
5A.	Distribution Structure to Ashby Avenue; complete reversible HOV structure, rebuild Ashby interchange	\$26.0	Unfunded
6.	Hilltop Drive to Pinole Valley Road; provide westbound HOV lane and eastbound mixed flow lane, build Atlas Avenue interchange	\$17.0	Unfunded
7.	Pinole Valley Road to Willow Avenue; complete westbound HOV lane, provide westbound collector road, modify Pinole Valley Road interchange	\$36.0	Unfunded
8.	Ashby Avenue to Albany city limit; provide mixed flow lane in each direction, complete collector road, rebuild University Avenue interchange.	\$30.0	Unfunded

*Cost = construction cost only

- o There may or may not be sufficient Interstate Completion funds to fully fund all units of the I-80 project. The highway reauthorization bill passed by Congress provided more funds for Interstate Completion than had been anticipated by the California Transportation Commission. It is not clear whether any or all of the \$130 million needed for I-80 will be available due to the increased authorization. It is also unlikely that Congress will appropriate funds at the maximum authorization level.
- o There may or may not be Federal Aid Interstate Discretionary (FAID) funds available for I-80. If a state cannot construct an Interstate Completion project on schedule, the apportioned funds are withdrawn by the Federal Highway Administration and offered as FAID funds to any state that has a "ready-to-go" Interstate Completion project. It is difficult to predict whether FAID funds will be made available to California, and whether CTC would allocate those funds to I-80.
- o If FAI and FAID funds are not available, the unfunded units of the I-80 Operational Improvement (HOV) Project would have to be given high priority by Alameda County, Contra Costa County, and Caltrans District 04 in order to have a chance to be programmed by MTC in its Regional Transportation Improvement Program (RTIP) and by CTC in the State Transportation Improvement Program (STIP).

Proposal

The forthcoming I-80 Corridor Study report on institutional and financial options, scheduled for release in August, 1987, will discuss full funding for the I-80 Operational Improvement (HOV) Project. It is unlikely that all of the financial uncertainty will have been resolved by August. Therefore, it would be prudent to anticipate that the unfunded units of the I-80 Operational Improvement (HOV) Project will have to continue to be given high priority by Alameda County, Contra Costa County, and Caltrans if they are to receive future funding.

I-80 HOV ADVISORY COMMITTEE

Existing Condition

The acceptance and success of an HOV lane has both technical and political aspects. Technical success is measured primarily in terms of degree of utilization, time savings for both HOV's and non-HOV's, the ability to induce a mode shift, and violation rates by non-HOV's. To be successful, an HOV lane must also have public acceptance and political support. Technically successful HOV lanes, such as the Route 55 (Costa Mesa-Riverside Freeway) commuter lane, can be unpopular and highly controversial, and this controversy can lead to elimination of the lanes.

HOV Advisory Committees have been used to help evaluate the design and performance of HOV lanes by Caltrans District 7 (Los Angeles) and Santa Clara County. In Santa Clara County, the Advisory Committee helped name the HOV lane ("Commuter Lane" vs. "Diamond Lane" or "HOV lane"), helped design signage and striping to separate the Commuter Lane from expressway lanes, and assisted in maintaining open and constructive communication among Transportation Agency staff and local elected officials and employers. Appendix C presents information on the Advisory Committee for the Artesia Freeway HOV Project in Los Angeles County.

In response to a request from Caltrans, MTC is undertaking a project review of the entire I-80 Operational Improvement (HOV) Project, including grant application approval for Units 1 and 3. MTC's "Staff Evaluation" recommends that MTC approve the project and grant application, subject to Caltrans agreeing to establish an HOV Advisory Committee. MTC is tentatively scheduled to complete action on the I-80 project in June.

In keeping with the Advisory Committees concept elsewhere, the I-80 Advisory Committee should have an elected official representing each City and County along its route, plus representatives from major employers, RIDES for Bay Area Commuters, AC Transit, BART, WestCAT, Vallejo Transit Lines, CHP and MTC. The I-80 HOV Advisory Committee should have a focused, specific charter and a clearly defined relationship to Caltrans.

Proposal

It is proposed that local jurisdictions actively participate in the I-80 HOV Advisory Committee, and encourage local major employers to also participate. The following are issues that Caltrans may wish to discuss with the Advisory Committee.

- o Operational Characteristics of HOV Lanes: Operating Hours and Reversibility

The proposed HOV lane from Willow Avenue-to-McBryde Avenue will be physically separated from mixed flow traffic by concrete barriers, and will operate as a southbound HOV lane 24 hours a day. Most HOV lanes in the nation are either reversible, or operate as HOV lanes only during peak commute periods. For example, the Powell Street-to-West Grand Avenue shoulder HOV lane will be available to carpools only during the morning peak commute period, and the Bay Bridge-to-Ashby Avenue HOV lane will be reversible, serving buses-only westbound in the morning and serving both buses and HOV's eastbound during the evening. Caltrans has stated that the Willow-to-McBryde HOV lane could be made reversible if sufficient northbound demand exists during the evening commute period, but feels the design of the I-80 Operational Improvement (HOV) Project will provide adequate northbound capacity. MTC staff has expressed concern that the HOV lane would be heavily utilized for only 3 or 4 hours each day, resulting in a perception by the public that the HOV lane isn't needed. This perception could be severe on Friday evenings, when recreational travel will probably cause northbound congestion while the HOV lane would be virtually empty. For both technical and public relations purposes, the HOV lane should be reversible.

- o Coordinated Construction-Period Mitigation Program

It is virtually impossible to prevent construction activity on freeways from creating congestion. In order to ameliorate this congestion, Caltrans and local transit operators need to work together to coordinate provision of additional service with the construction of each individual unit of the I-80

Operational Improvement (HOV) Project. The I-80 HOV Advisory Committee may wish to assist Caltrans in the development of a construction period mitigation program, and take an active role in promoting and implementing measures to alleviate construction congestion. For example, Caltrans and AC Transit are discussing the possibility of modifying the striping of lanes on westbound I-80 as it goes through the Distribution Structure and approaches West Grand Avenue in order to improve the enforceability of the existing HOV lane, and thus provide a larger time savings for buses and carpools.

o Construction Sequence

As previously mentioned, significant short-term benefits could be derived from advancing the construction schedule for both the Appian-to-Pinole Valley auxiliary lane and at least part of the Atlas Road interchange. The sequence of construction for the unprogrammed segments of the I-80 Operational Improvement (HOV) Project might also be modified to maximize the technical benefits and public relations aspects of the project. MTC is retaining Professor Dolf May of U.C. Berkeley's Institute of Transportation Studies to assist in analyzing the technical aspects of various construction sequences. The Advisory Committee could be helpful in evaluating the trade-offs between different construction phasing scenarios.

IV. ECONOMIC DEVELOPMENT ISSUES

The Socio-Economic Overview Report concluded that considerable discrepancy exists between ABAG projections of Corridor growth and buildout of currently planned land uses. The ABAG projections indicate that the severe imbalance between the number of workers and number of jobs in the I-80 Corridor would increase from 28,400 surplus workers in 1980 to 105,800 surplus workers in 2005. The Socio-Economic Overview Report stated that buildout in accordance with current General Plans would result in 160,000 surplus jobs, and concluded that this level of employment growth could not be achieved. This section discusses economic development issues associated with efforts to ameliorate the traffic problems caused by the projected imbalances.

Voter initiatives to control growth have been a frequent reaction to severe traffic congestion in rapidly growing areas. The possibility of future growth controls in the I-80 Corridor needs to be addressed. The General Plans for most cities in the Corridor support balanced growth. In practice, residential development is occurring faster than employment-generating development. This results in increased traffic congestion, which in turn can lead to growth control referendums. If such controls are enacted in the Corridor, there could be a substantial impact on the economy of the entire nine-county Bay Region. The northern half of the I-80 Corridor provides not only affordable housing, but also is a source of less expensive, non-residential land. Indeed, the Corridor represents a major component of the regions supply of lower cost land.

As part of its research for this analysis, ABAG staff interviewed planning and/or economic development personnel in each city within the Corridor. Interview participants were asked to discuss any relevant plans, policies, or actions and to describe generally the development process and development potential in their city.

Based on these interviews, it was concluded that most of the cities in the I-80 Corridor share a common perspective on economic development. The context in which the cities are operating can be summarized as follows:

- 1) Each city views the need to increase its tax base as crucial, so that even minor sacrifices needed to achieve subregional cooperation are often seen as onerous. This situation has always existed but appears harder to overcome in the post-Proposition 13 era of limited funding for municipal services.
- 2) Cities view increases in sales tax subventions as one of the few revenue sources available to pay for municipal services, resulting in a strong incentive not to adopt measures which might displease prospective commercial or sales tax-generating industrial projects.
- 3) Most cities with more resident workers than jobs have aggressive economic development programs. The reasons they are not attracting more jobs are related to market forces and the success of other Bay Area cities in attracting commercial and industrial projects.

Proposal

This context and perspective exists throughout the I-80 Corridor, and results in the need to develop a Corridor-wide economic development strategy, which should include the following components:

- o ABAG can assist cities and counties in the Corridor that want more job growth by assembling the addresses and phone numbers of contact persons in economic development or other designated departments. This, and other pertinent information as determined by each city, could be sent to companies when they request information on ABAG's projections.
- o The I-80 Corridor's current and projected contribution to the regional economy should be analyzed. In particular, the analysis should examine how growth controls, if instituted, would affect the Corridor as well as the remainder of the Bay Area.
- o There should be a Corridor-wide program for annually estimating the traffic volume and demand for public services expected to result from development approved in the preceding year.

- o As a follow-on to the I-80 Corridor Study, ABAG and the local jurisdictions should study and compare the fiscal and non-fiscal impacts of each type of new development (residential, commercial, industrial, and mixed-use) on the responsible city and the adjacent jurisdictions. They should also investigate the feasibility and desirability of creating a mechanism for sharing revenues generated by new development.

Appendix A

ANALYSIS OF APPIAN-TO-PINOLE VALLEY AUXILIARY LANE

The following pages are excerpts from the analysis done by Professor Dolf May and his students of U.C. Berkeley, based on existing traffic counts and other readily available data, and using the FREQ highway simulation model.

The first two pages list northbound I-80 and parallel arterials between West Grand Avenue and Route 4. I-80 is broken into subsections that are consecutively numbered from south to north. Each subsection number has a corresponding subsection location listed in the far right-hand column.

The first graph depicts freeway performance on northbound I-80. Numbers on the horizontal axis correspond to the subsection numbers, while the vertical axis shows time. The bottleneck created by merging vehicles between the Appian Way on-ramp and Pinole Valley Road off-ramp (subsection 35) is shown to begin at approximately 3:30 p.m. and end at 5:30 p.m. The bottleneck creates congestion that extends several miles south.

The second graph on depicts freeway performance assuming construction of a northbound auxiliary lane between the Appian Way on-ramp and Pinole Valley Road off-ramp. By increasing capacity, the bottleneck has been removed and previously hidden secondary bottlenecks appear at San Pablo Avenue and Hilltop Drive.

EXISTING CONDITIONS

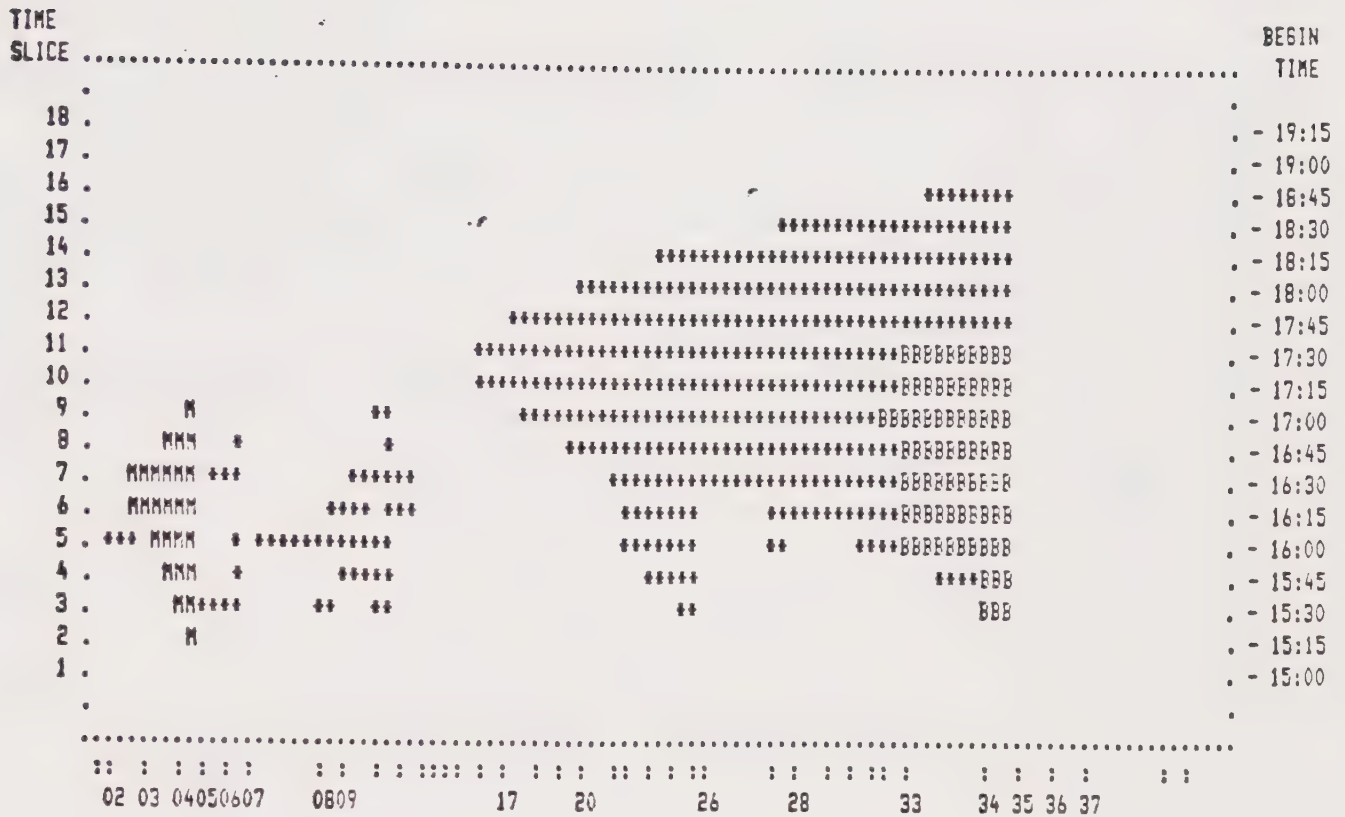
FREEWAY AND ARTERIAL DESIGN FEATURES

SUB NO.	SSEC	SSEC	DESIGN	ORG	TRK	SSEC	PCT	PCT	DES	SPECIAL	FF.SPD.	CAP.	ART	GRADE	SUBSECTION	LOCATION
SEC LNS	CAP	LENGTH	SPEED	DES	FAC	GRAD	TRK	TRUCKS	RAMP	ALT.RTE	ALT.RTE	ALT.RTE	TYPE	ALT.RTE		
1	3	6000.	1162.	1 *	0	0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	ML TO WEST GRAND ON	
2	2	4000.	2567.	1 *	0	0.96	0.0	4	30	YES	35.0	2700.	6000	0.0	W. GRAND ON TO 17 ON	
3	5	10000.	2218.	1 *	00	0.96	0.0	4	30	YES	35.0	2700.	6000	0.0	17 ON TO POWELL OFF	
4	5	10000.	1954.	1 *		0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	POWELL OFF TO ON	
5	5	10000.	1690.	1 *	00	0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	POWELL ON TO ASHEY OFF	
6	4	8000.	1848.	1 *		0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	ASHEY OFF TO ON	
7	4	8000.	5438.	1 *	00	0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	ASHBY ON TO UNIVER OFF	
8	4	8000.	1584.	1 *		0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	UNIVERSITY OFF TO ON	
9	4	8000.	2219.	1 *	00	0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	UNIVER ON TO GILMAN OFF	
10	4	8000.	1901.	1 *		0.96	0.0	4	30	NO	35.0	2700.	6000	0.0	GILMAN OFF TO ON	
11	5	10000.	1690.	1 *	00	0.96	0.0	4	30	YES	35.0	1800.	6000	0.0	GILMAN ON TO BUCH OFF	
12	4	8000.	1162.	1 *	D	0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	BUC OFF TO HOFFMAN OFF	
13	3	6000.	1109.	1 *	D	0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	HOFF. ON TO PIERCE OFF	
14	3	6000.	528.	1 *		0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	PIERCE OFF TO ON	
15	3	6000.	2112.	1 *	00	0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	PIERCE ON TO CENTRALOFF	
16	3	6000.	1478.	1 *		0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	CENTRAL OFF TO ON	
17	3	6000.	2165.	1 *	00	0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	CENTRALON TO CARLSONOFF	
18	3	6000.	2059.	1 *		0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	CARLSON OFF TO ON	
19	3	6000.	1637.	1 *	00	0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	CARLSONON TO POTREROOFF	
20	3	6000.	2904.	1 *		0.96	0.0	4	30	NO	35.0	1800.	6000	0.0	POTRERO TO CUTTING LOOP	

FREWAY AND ARTERIAL DESIGN FEATURES

SUB NO.	SSEC	SSEC	DESIGN	ORG	TRK	SSEC	PCT	PCT	DES	SPECIAL	FF.SPD.	CAP.	ART	GRADE	SUBSECTION	LOCATION
SEC LNS	CAP	LENGTH	SPEED	DES	FAC	GRAD	TRK	TRUCKS	RAMP	ALT.RTE	ALT.RTE	ALT.RTE	TYPE	ALT.RTE		
21	4	8000.	792.	1 *	0	0.96	0.0	4	30	YES	35.0	1800.	600D	0.0	CUTTINGLOOP	TO CUTTING
22	4	8000.	2006.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	CUTTING ON	TO McDONALD
23	4	8000.	1531.	1 *	D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	McDONALD	TO SAN PABLO
24	3	6000.	1426.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	SAN PABLO	OFF TO ON
25	4	8000.	898.	1 *	0D	0.96	0.0	4	30	YES-	35.0	1800.	600D	0.0	SAN PABLO	ON TO SOLANO
26	3	6000.	4752.	1 *	D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	SOLANO	OFF SANPABLO DAM
27	3	6000.	2112.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	SAN PABLO	DAM OFF TO ON
28	3	6000.	2957.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	SAN PAB	DAM TO ELPORTAL
29	3	6000.	1478.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	EL PORTAL	OFF TO ON
30	4	8000.	1795.	1 *	0D	0.96	0.0	4	30	YES	35.0	1800.	600D	0.0	EL PORTAL	ON TO HILLTOP
31	3	6000.	898.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	HILLTOP	OFF TO LOOP
32	3	6000.	1637.	1 *	0	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	HILLTOP	LOOP TO HILLTOP
33	3	6000.	5966.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	HILLTOP	ON TO APPIAN
34	3	6000.	2323.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	APPIAN	OFF TO ON
35	3	6000.	2482.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	APPIAN	ON TO PINOLE OFF
36	3	6000.	2746.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	PINOLE	OFF TO ON
37	3	6000.	5861.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	PINOLE	ON TO CCRTE4 OFF
38	3	6000.	2059.	1 *		0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	CC RTE 4	OFF TO ON
39	3	6000.	2112.	1 *	0D	0.96	0.0	4	30	NO	35.0	1800.	600D	0.0	RTE 4	ON TO WILLOW OFF

EXISTING CONDITIONS



BLANK DENOTES MOVING TRAFFIC. ASTERISK DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION.
 M DENOTES QUEUED VEHICLES DUE TO MERGING. B DENOTES QUEUED VEHICLES DUE TO MAINLINE CONGESTION AND MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

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MERGING. (WHEN BOTH QUEUES EXIST, LENGTH OF DISPLAY REPRESENTS MAINLINE CONGESTION.)

APPENDIX B

PROVISIONS OF CONTRA COSTA COUNTY'S MODEL TSM ORDINANCE

GOAL: The goal of the TSM Ordinance is to have existing employers and new land development limit traffic growth by implementing TSM measures.

OBJECTIVES: The ordinance provides performance standards to measure the effectiveness of TSM strategies for the largest work locations (100 or more employees). Major employers and business complexes in the I-80 and I-680/SR-24 Corridors are required to develop TSM programs so that no more than 65 percent of all employee trips occur in single occupant vehicles.

TSM REQUIREMENTS: Major TSM requirements are graduated according the size of the work place. Employers and business complexes with at least 20 employees are required to survey employee commute patterns annually and to make information on commute options available to all employees. Employers and business complexes with at least 100 employees are further required to develop and implement TSM programs capable of meeting the ordinance's objectives. Major employers and business complexes must report on their TSM effort to the city annually. Business complex owners must notify tenants of their TSM requirements and assist these tenants in meeting these requirements.

ADMINISTRATIVE PROCEDURES: A city employee is appointed as the TSM Coordinator to approve TSM programs, review annual surveys and reports, and report to the City Council on compliance efforts and progress toward achieving the goal and objectives. A TSM Advisory Committee that includes representatives of employers, business complex owners, transit operators, and local government is appointed by the City Council to review the activities of the TSM Coordinator, and lobby for interagency coordination and employer cooperation that will aid that implementation of TSM programs. The TSM Coordinator must approve all TSM programs prior to implementation. Disapproval of conditions of approval may be appealed to the City Council after referral to the TSM Advisory Committee for an advisory opinion.

ENFORCEMENT: The TSM Coordinator may require a new TSM program if an employer or business complex owner subject to this requirement is unable to show that substantial progress is being made to meet the objectives of this ordinance. Any employer or business complex owner who fails to provide the employee survey data, the annual report, the TSM program, or who fails to provide information on commute options to employees as required is guilty of an infraction. Any employer or business complex owner who fails to implement a term or condition of an approved TSM program shall also be guilty of an infraction. Such employers or business complex owners may be excused from this provision if they can demonstrate that compliance is not possible or that substantial progress is being made to meeting the objectives of the ordinance. Every infraction of this ordinance is punishable, upon conviction, by a maximum fine of \$100 for the first violation, a maximum of \$200 for a second violation of the same infraction within one year, and a maximum of \$500 for each additional violation of the same infraction within one year.

OPERATIONS:

Three types of misuses of the commuter lane have been monitored. Drivers violate the minimum two occupancy requirement; vehicles enter or leave the lane at other than designated points; and people drive in the lane when it's intended for emergency stopping only. California Highway Patrol officers issue tickets to violators.



SAFETY:

The commuter lane has caused no perceptible change in the accident rate or severity of accidents on the freeway. Normally, about six to eight accidents per week occur on this stretch of freeway. At the time the lane passed its fourth month in operation, 11 accidents directly related to the lane had occurred, all minor in nature.

FUTURE PLANS:

Public and media reaction to the lane has been positive. Of the telephone calls made to Caltrans about the lane, more than 90 percent have voiced support. Over 30 newspaper articles favored the creation of the lane.

In Southern California there is no question that demand for more freeway lanes is growing and critical. This type of lane addition is a quick, low-cost way to add freeway capacity and help meet the demands of the growing public. The success of the Artesia freeway commuter lane provides an excellent model to follow on other congested freeways.

A committee of community leaders, elected officials, and representatives of employers and transportation agencies is evaluating the commuter lane and will provide a final report on the first year's operation.

Artesia Freeway Advisory Committee

Chairman
Marc Wilder
City of Long Beach, Councilman

Aerospace Corporation
Bechtel Power Corporation
California Highway Patrol
Caltrans

Commuter Computer

City of Bellflower

City of Carson

City of Cerritos

City of Compton

City of Lakewood

City of Long Beach

City of Lynwood

City of Paramount

County of Los Angeles

Highway Engineering Department,

Automobile Club of

Southern California (AAA)

Hughes Support Systems

Los Angeles County Road Department

Los Angeles County

Transportation Commission

Orange County Transit District

Orange County Transportation Commission

Southern California Association
of Governments

Southern California Rapid Transit District

Department of Transportation

District 7

120 So. Spring St.

Los Angeles, CA 90012

(213) 620-3550



Los Angeles County Transportation Commission

403 W. Eighth St., Suite 500

Los Angeles, CA 90014

(213) 626-0370

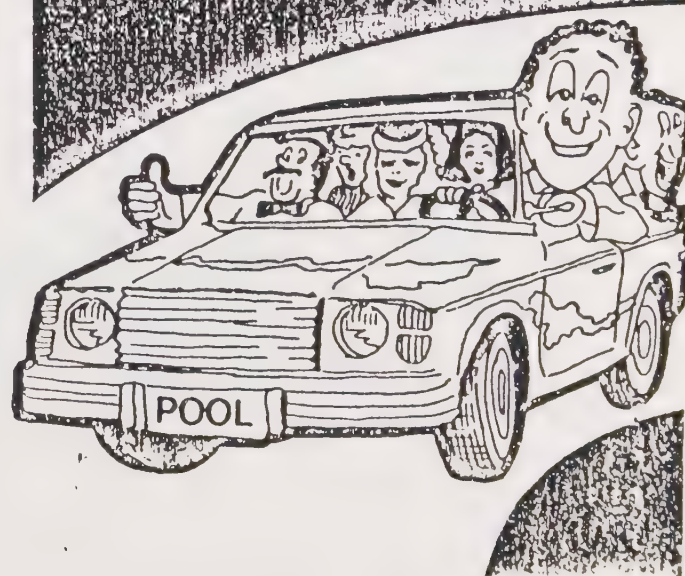
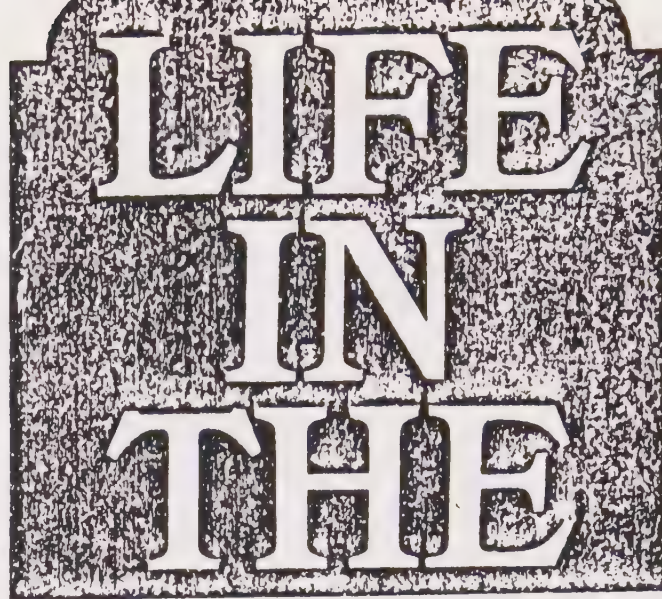


Southern California Association of Governments

600 So. Commonwealth Ave., Suite 1000

Los Angeles, CA 90005

(213) 385-1000



MEMO

November 2, 1984

To: Transportation and Communications Committee

From: SCAG Staff

SUBJ: RT. 91 COMMUTER LANE DEMONSTRATION PROJECT

Recommended Action:

Recommend to the Executive Committee the approval of the operation of the Rt. 91 Commuter Lane Demonstration Project subject to the recommendations of the project Advisory Committee.

Background

AB 37 (Lockyer) requires Caltrans to obtain the approval of the regional transportation planning agency and the local transportation commission prior to establishing highway lanes for exclusive or preferential use by high-occupancy vehicles. For the Rt. 91 (Artesia Freeway) project, Caltrans is requesting approval from SCAG and LACTC.

The proposed project is a part-time commuter lane for buses and carpools on Rt. 91 between the Harbor and 605 Freeways (approximately 6 miles). The project will be located in the eastbound median shoulder. Carpools and buses will be allowed to travel in the median during the afternoon rush hours, weekdays only, between 3:00 p.m. and 7:00 p.m. At all other times, the shoulder will be available for emergency use only. All existing freeway lanes will remain.

Advisory Committee and Project Implementation

Caltrans has established a Corridor Operation Advisory Committee, chaired by Councilman Marc Wilder (City of Long Beach and LACTC Commissioner). The role of the Advisory Committee, detailed in Attachment A, is to assist in evaluating the performance of the commuter lane and to advise Caltrans as to project modification, continuation, and/or termination. The committee members include elected officials in the corridor, major employers, and transportation officials.

The committee has three subcommittees --Design and Operations, Public Awareness, and Criteria and Assessment-- which are preparing recommendations for project implementation. Attachment B shows the proposed phasing for implementation. In Phases I and II, vehicles with 3 or more persons only will be allowed to use the commuter lane. In Phase III, carpools with 2 persons will also be permitted to travel in the lane. The phasing is designed to introduce the operation of the commuter lane gradually to motorists, and will allow flexibility in addressing operational problems if they arise. Attachments C and D are the draft

programs for public awareness and project evaluation, respectively.

Attachment E is the schedule for the project. LACTC approval of the project is planned for November 28, and SCAG Executive Committee action is scheduled for December 6. Construction of the project is slated to begin in February 1985, with the project opening to traffic in April 1985. The project cost is \$200,000.

Relationship to the Regional Transportation Plan

Support for HOVs on Rt. 91 has a long history in the Regional Transportation Plan. An HOV lane on Rt. 91 was included in the Short Range Program of the first RTP adopted in 1975. Rt. 91 was a part of the Freeway Transit Element of the Regional Transit Development Program included in the 1977, 1978, and 1980 RTPs. The current RTP includes HOV lanes as a system management strategy (specifically notes the part-time usage concept), and supports HOV demonstration projects as high priority system management actions. Additionally, the RTP shows bus/HOV lanes as an appropriate modal option for the Rt. 91 corridor.

SB:lb

ROLE OF
CORRIDOR OPERATION ADVISORY COMMITTEE
ROUTE 91

The Advisory Committee's primary function is to evaluate, with Caltrans and others, the performance of the Commuter Lane Demonstration Project and to advise Caltrans as to the feasibility of continuing the project in operation. Additionally, the Advisory Committee shall review, with Caltrans and others, traffic operation within the Route 91 Freeway corridor, and advise Caltrans regarding recommended changes in corridor operation. The role of the Committee would include, but not be limited to, the following:

- o Participate in the development of evaluation criteria for the demonstration project, including the setting, where possible, of specific "threshold" values.
- o Review actual operation of the demonstration project, giving particular attention to those evaluation criteria previously set.
- o Make recommendations for changes in any aspect, including configuration and operation, of the Commuter Lane. These recommendations may range from project continuation, to project modification, to project termination.

-2-

- o Provide a communication link between Caltrans and local jurisdictions, agencies, and constituencies relative to the demonstration project and overall corridor operation.
- o Assist in the assessment of community reaction to the demonstration project and to overall corridor operation.

NOTE: If operation of the Commuter Lane fails to meet or exceed the established threshold values, Caltrans commits to termination of the demonstration project if such a recommendation is made by the Advisory Committee.

~~SECRET~~ DRAFT

Public Awareness Program
Route 91 Commuter Lane Evaluation Project

- Objectives:**
1. Obtain consent to implement the project.
 2. Inform the public on when and how to use the commuter lane.
 3. Monitor and evaluate public response to the project.
- Methods:**
- Use a variety of communication tools to reach the media, elected officials, transportation agencies, community organizations and highway users.
- Schedule:**
- The Public Awareness Program begins immediately and continues to the end of the project. Activities are grouped in two stages:
1. Pre-Project Implementation and 2. Project Operation.
- Key Messages:**
1. Differs from Santa Monica Diamond Lane experiment.
 2. Point to success in moving people on El Monte Busway.
 3. Intent is to evaluate the use of median shoulder as a part-time commuter lane.
 4. Implementation requires approval of SCAG and LACTC.
 5. An Advisory Committee of elected officials, major employers, and other interests will provide direction for the project.

ACTIVITY	RESPONSIBLE PERSON	DATE
<p>I. Pre-Project Implementation (These activities occur during planning, and construction of project, prior to operation.)</p> <p>A. Establish Public Awareness Subcommittee to Route 91 Advisory Committee</p> <p>B. Design and produce visual aids and information materials</p> <ol style="list-style-type: none"> 1. Display size and 8 1/2 x 11" renderings of implementation phases 2. Display size and 8 1/2 x 11" maps of project limits 3. Brochure to serve as basic information handout 4. Traveling exhibit for use at malls and community events <p>C. Notify elected officials of proposed project</p> <ol style="list-style-type: none"> 1. Mail letter introducing the project to elected officials 2. Conduct a briefing session in the corridor for elected officials and their staff 3. Meet with key elected officials individually 	<p>Roper</p> <p>Maloney/Michiel</p> <p>Brown/Roper</p>	<p>Subcommittee established 10/3. To meet as needed</p> <p>10/29/84</p> <p>10/29/84</p> <p>11/30/84</p> <p>12/15/84</p> <p>11/5/84</p> <p>11/30/84</p> <p>As required</p>

APPENDIX D

INVENTORY OF EXISTING ECONOMIC DEVELOPMENT PROGRAMS

	Promotional Brochure	City-sponsored Open House	Economic Development			Redevelopment		
			Department	Staff	Plan	Agency	Staff	
Alameda County								
Albany	No	No	No	No	No	Yes	No	
Berkeley	No	No	Yes	Yes	Yes	Yes	Yes	
Emeryville	No, but planned	No	No	No	Yes	Yes	Yes	
Contra Costa County								
El Cerrito	Yes	No	No	No	No	Yes	Yes	
Hercules	Yes	Yes	No	No	No	Yes	No	
Pinole	No	No	No	No	No	Yes	No	
Richmond	Yes	Yes	No	Yes	Yes	Yes	Yes	
San Pablo	No	No	No	Yes	No	Yes	Yes	
Solano County								
Benicia	Yes	No	No	Yes	Yes	No	No	
Dixon	No	No	No	No	No	No	No	
Fairfield	Yes	Yes	No	Yes	No	Yes	No	
Suisun City	Yes	No	No	Yes	No	Yes	No	
Vallejo	Yes	Yes	Yes	Yes	No, but planned	Yes	No	
Vacaville	Yes	Yes	No	Yes	No, but planned	Yes	No	

Economic Development Programs In Use in I-80 Corridor Communities

City staff members were interviewed throughout the corridor for information about the economic development techniques they are using. The following is a compendium of those measures. For further information, contact Patricia Perry, Association of Bay Area Governments, 415-464-7937.

Development Agreements

- o Several cities are considering requiring a minimum revenue stream from specific developments. Such a strategy is important to cities with limited development potential remaining.
- o Development agreements are being used to upgrade the quality of commercial and industrial development facades, landscaping, etc.

Mitigation Fees

- o Downtown development is assessed a transportation services fee to fund encouragement of non-auto transportation.
- o Projects requiring use permits must negotiate with the city over each of the following mitigations:
 - 1) transportation fee;
 - 2) first source agreement for hiring of local residents;
 - 3) public art fee;
 - 4) childcare fee;
 - 5) housing impact fee;
 - 6) public safety fee; and
 - 7) public works fee.

Business Targeting

- o A city's own business license data are used to create an economic development targeting strategy. The data are analyzed for:
 - 1) where jobs are located within the city;
 - 2) the industries in which businesses are operating;
 - 3) which types of businesses have increasing or declining receipts;
 - 4) local/non-local ownership; and
 - 5) what types of businesses tend to be small versus large firms.
- o Consultant determines the market for which a city is competitively well positioned and which achieve city goals.
- o a business retention program is being implemented on the theory it is easier to keep a business than to attract one.
- o Existing businesses are surveyed to determine their needs and also whether they are considering expanding or moving.
- o The types of businesses coming to a community are being influenced by the adoption of higher design standards for industrial buildings.

Zoning Regulations

- o Zoning regulations are being changed to allow a greater variety of uses in industrial areas.

Permit Processing

- o Applicants maybe assigned city-paid project facilitators.
- o By adopting policy plans, development applications can be processed faster because environmental review is considerably shortened.

Downtown Improvement Programs

- o Facade rehabilitation grants or loans to downtown property owners.

Media and Other Promotions

- o Advertisements in trade publications.
- o Booth rental at trade and business fairs.

Redevelopment

- o Land owned by the redevelopment agency is no longer sold to developers; rather, it is leased.
- o In exchange for redevelopment financing, a developer has agreed to reserve 75% of future jobs for city residents. Compliance will be demonstrated by annually submitting employee names and addresses.
- o In certain redevelopment areas, project applicants are required to guarantee that their project will yield, on average, a minimum number of employees per acre.
- o City purchases land for future commercial and industrial development to have more influence over the types of development and jobs coming to the area.

Other

- o For residents who know their employer is considering moving, the city publicizes its willingness to contact the employer regarding the city's advantageous location.
- o The city publicizes its willingness to assist expanding local businesses to find a suitable site within the city.
- o New employers are asked to list job openings with the local PIC.
- o City retains an interest in redevelopment projects by negotiating for a portion of the project's cashflow (equity participation).

U.C. BERKELEY LIBRARIES



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